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HISTORICAL SKETCHES OF BRITISH COMMERCE.—No. 2.

VESSELS OF THE NORMANS.—William the Conqueror invaded England, A. D., 1066. He came over with a fleet of 3000 vessels, about one-fourth of which were of a superior class. The whole armament was probably the most powerful which had then ever been equipped. Still, even William's largest ships were insignificant when compared with those of modern times. Representations still shown on ancient tapestry exhibit them as having only one mast, and a single sail; and in all sailing qualities they could have been little better than an open boat. For a whole month his fleet were detained by adverse winds at the mouth of the Dive, near the modern port of Honfleur; and when at length they set sail they were overtaken by a storm, by which some of his ships were wrecked, and their crews drowned. William himself led the van in a splendid vessel, the gift of his wife. The vanes of it, corresponding to modern streamers, were gilt; its sails pieced in brilliant colors; the Norman arms, three lions, painted in several places on the sides; and its figure-head, a child with a cross-bow, stood in the act of discharging an arrow against the hostile land. Save however as transports for his army, his fleet does not appear to have been engaged in the battle which followed. By some it is said that the Conqueror burned his vessels after his victory,

but it is probable that the best of them at least, were retained, and occupied in maintaining intercourse between his new possessions and the Continent.

The crusades, those remarkable politico-religious movements of the middle ages, did much to develop the resources of Western Europe both military and commercial. Richard I., "the Lion-Heart," set sail for Palestine, (A. D., 1190) with a fleet of great magnificence, which had in part been raised by his father, Henry II., for the conquest of Ireland. On reaching Messina, his force consisted of thirteen large ships, called busses, or dromons, fifty-three armed galleys, and a hundred carricks or transports. All these vessels were constructed both to row and to sail; the dromons spreading three sails, probably on separate masts; and both they and the galleys having two tiers or banks of oars. The latter were long, slender and low, with an iron pointed beak for piercing the sides of the enemy. There were also smaller galleys, called galeons, very quick in their movements, which were employed for throwing the "Greek fire," a celebrated missile of the times, both for burning ships, and towns, and even for wounding and destroying men.

Particular notices of individual ships are found in the public records of some of the succeeding reigns. In 1233, Henry III., chartered "our great ship" to one of his merchants for an annual payment of fifty marks, or about 33 1-3 pounds sterling; and

an order is recorded for the payment of 22 l-2 marks for its repairs, addressed "For the mariners of the great ship." The names of the following king's ships are mentioned in a document of the ninth of Edward II.; the Peter, the Bernard, the Marion, the Mary, and the Catherine, all of Westminster. The fleet employed by Edward III., at the siege of Calais, (1346,) consisted of 25 ships, belonging to the king, carrying 419 mariners; 1 from Ireland with 25 men; 37

from Bayonne, Spain, and Flanders, manned by 780 seamen; and 710 vessels belonging to English ports, the crews of whom amounted to 14,151 persons. It is apparent from these figures that the vessels could not have been of much magnitude; indeed until long after this period royal fleets were, with perhaps some exceptions, only the merchant vessels in ordinary use, employed indiscriminately for commerce or for war, as occasion might require. The view here given



Ships of the time of Richard II.

of the vessels of the fourteenth century, taken from ancient manuscripts, shows that they must have been very unlike those with which we are familiar, and as we should suppose but very ill adapted for either purpose.

The vessels of those times are designated by various terms, according to their size or fashion, the precise import of which in some cases, can now scarcely be determined. Besides the dromon, the carrick, the galley and galeon, already mentioned, there were the cog, the barge, the carvel or caravel, the crayer, or crare. The

dromon was apparently a war ship of the largest class, as the carrick was a merchant ship of the same class. The carvel, from the Spanish *caravela*, was a ship with a high square poop, such as was formerly used in Spain; the crayer a small flat bottomed sea vessel used principally in coasting voyages. It is probable however that the models of vessels were frequently changed, and that the same names were applied to craft of very different construction. The art of shipbuilding was then in its infancy, and those gen- science, for securing alike the greatest

eral proportions, dictated by modern speed, capacity, and safety, were entirely unknown.

ENGLISH TRADE AFTER THE CONQUEST.—By the subjugation of England to the Norman power, the kingdom was brought into direct connection with the Continent, and the foundations laid for a wide extension of its commerce. But so great were the convulsions attending the change, such the interruption of ordinary business, and such the general distress and poverty of the people, that the sources of commerce were for a considerable period nearly dried up. The exports, such as they were, consisted of the natural productions of the island, tin, lead, cattle, hides and wool, and sometimes corn, *i. e.* breadstuffs, in the raising of which articles the great body of the people were engaged. The manufactures were few, chiefly of some articles of gold and silver ware, woollen goods, and certain products of the dairy. The imports were the precious metals, and spices of the East, furs, wines, dye stuffs, drugs, and in times of scarcity, corn. It was not till about the thirteenth century that the amount of these became very considerable, or that the commerce of the country was reckoned among those pursuits which added materially to its wealth. The revenues of the crown were raised by direct taxation or forced loans, often by undisguised confiscation and plunder. A striking evidence of the insignificance of the trade of those times is seen in the re-enactment by the Conqueror of the old Saxon law "No one shall buy, either what is living or what is dead, to the value of four pennies, without four witnesses, either of the borough or of the village." Such a law could not have existed without some adaptation to the circumstances in which it was called forth; nor could it have been enforced, had not the ordinary traffic been very limited, both in amount and in extent.

COMMERCIAL LEGISLATION.—From the thirteenth century onward, the trade of the country having now become considerable, began to receive the attention of the king and parliament. Numerous laws were enacted, ostensibly for its encouragement, but

in the gross ignorance then prevalent of the true principles of commerce, they served quite as often to retard and to depress it. Some of the chief regulations of this sort are worthy of notice.

Foremost among them were the laws, by which it was attempted to secure all the advantages of foreign trade to England alone. That commerce tended to increase the wealth of the country was apparent; it was not understood that the profit accruing to the merchant, was the motive which led him to engage in it, and without which trade itself would die. Repeated enactments were made to exclude foreigners from the privileges of traffic, or so resist them in it, that they should have as few of its benefits as possible. No foreign merchants were allowed to reside in England except by special license from the king; and this license was clogged with many oppressive conditions and exactions. Goods imported by them were required to be sold within forty days of their arrival, and must be sold only at wholesale. To secure the country against losses from their debts, every resident stranger was made liable, for the debts and even for the crimes of every other foreign resident. Each was obliged to report to the government the whole amount of his property, both in money and goods, and give security that none of their number should leave the kingdom or export any thing from it without the king's special permission. In 1429 it was ordained that no Englishmen should sell goods to any foreigner, except for ready pay; and ten years later, that no foreigner should sell any goods to any other foreigner, it being intended to secure all the benefits of such sales to English born subjects.

Woollen cloths being long one of the chief articles of manufacture, it was enacted in 1261 that no wool should be exported from the kingdom, and no woollen goods worn which were not of home production. In consequence of this and of the failure of the importation of the needful dye-stuffs, the people were compelled extensively to wear clothing of the natural color of the wool. This was, perhaps, the first instance of the pro-

hibitory tariff law, for the encouragement of home manufactures. The inconveniences resulting from it were however so great, that it could not be rigidly enforced; and after some ineffectual attempts, it was soon abandoned altogether.

With the same general intent, but with equal misapprehension of the natural laws of trade, it was in 1307 ordered that no coined money or bullion should be carried out of the kingdom; and sworn searchers were appointed to see that the law was enforced. Even innkeepers at every port were required to search their guests; the money found being declared forfeit to the crown, and one-fourth thereof to go to the searchers as fees. All articles imported were thus obliged to be exchanged in barter, or if sold for money, it must be reinvested in other goods before it could be carried home. At length merchants were permitted to carry away one-half money, and one-half goods; and this law continued in force even till far within the fifteenth century.

Among the most important regulations of the times affecting trade were those in respect to the *staple*. The staple seems to have been primarily an office or building for weighing goods, probably by suspending them from a hook or staple in a beam overhead. These offices were established in the principal sea ports; and it was enacted that certain of the chief articles of trade before they could be sold, should be brought to "the king's staple," to be weighed or measured, and the prescribed customs paid thereon. The articles of English produce, which came under this regulation were wool, woolfels, sheepskins and leather, which were accordingly denominated the staple commodities; a term which has since been extended to denote in general the most important and established articles of commerce in any nation. The persons exporting these goods were called merchants of the staple, and constituted a chartered company, with special privileges; among them that of appointing the place or places where the staple should be held. The laws of the staple, however, were perpetually changing, both in respect to the places and

the commodities specified by them. In 1376 they embraced, in addition to the original ones, lead, tin, worsted stuffs, and feathers, also cheese, butter, honey, tallow, peltry, and osiers for basket making; and in some form or other were continued into the sixteenth century.

Another class of commercial regulations prescribed the sizes, weights, and prices of various articles of merchandise. All imported cloths were required to be of a certain width and length, and for want of a uniform standard of measure throughout the kingdom, Henry I. ordered that the ell should be of the length of his own arm! Provisions of various kinds, wine and ale, coal, wood, tiles, &c., were at different times made subject to assize, i. e., their prices were fixed by law. The wages of laborers and the profits allowed to innkeepers and victuallers were prescribed; and the justices of the peace empowered to enforce the laws by pains and penalties. The intent of these regulations was undoubtedly good, but the practical effect, in most cases was, to heighten the evils they were designed to prevent. Instead of rendering the necessary articles of consumption cheaper and more abundant, they discouraged their production, or caused them to be sent elsewhere for sale, so that the distress of the people was increased; and these absurd regulations were at length obliged to be abandoned.

Notwithstanding the hindrances which these protracted and vexatious attempts at legislation occasioned, the commerce of the country gradually increased both in amount and extent; and came to be one of the most important branches of industry. English commodities were diffused throughout Europe, and carried even to the far East. The rudiments of an India trade existed as far back as the 14th century, in which the silks, the gems, and the spices of the Orient were brought to minister to the luxuries of the merchants and nobles of England. The crusades, as already intimated, bore no insignificant part in securing these results. They broke up the apathy of those times. They roused the nations to the knowledge and the use of their resources. They made

peoples far remote acquainted with each other, and stimulated travel, and the mechanic and ornamental arts. All these circumstances contributed to the fostering of commerce, and prepared the way for those splendid discoveries which, in the 15th and 16th centuries, gave to Europe a new world, and introduced the modern era of a trade which enriches all nations, and is coextensive with the habitable earth.

The prosperity of commerce, during the latter portion of the period under review, gave rise to several instances of individuals who attained great wealth and opulence by trade. One of these is a name, which has become a household word, throughout England, Sir Richard Whittington, or Whittington the story of whose famous cat has afforded so much delight to the children. Whittington was a merchant in London who rose by his wealth, and virtues to become, as the story has it, Lord Mayor of that city, A.D. 1396, and held this office many years. The history of his cat, however, is to be marked among the fables of the nursery. He founded both a college and an almshouse with his wealth; the latter of which still remains near Highgate, and still attests, in the language of the executors of his will, that he was "a worthy and notable merchant, the which while he lived had right liberal and large hands to the needy and poor people."

I. P. W.

COLLISION OF SHIPS.

At the present time when collisions of ships are so frequent and attended with such fatal results, it may be useful to state succinctly the law or regulations of the Courts in respect to this class of disasters. They are given at great length in Hunt's Merchants' Magazine, vol. ix, pp 543-558. We have room only for a brief abstract of these regulations, containing the most important points.

RULES FOR PREVENTING COLLISIONS.
There are certain rules of navigation which have been adopted by the

courts of different nations as positive law, to govern cases litigated before them:—

First. The vessel that has the wind free, must get out of the way of the vessel that is close hauled.

Second. The vessel on the starboard tack has a right to keep her wind, and the vessel on the larboard tack is bound to bear up or heave about, to avoid danger, or be answerable for the consequences.

Third. The vessel to the windward is to keep away when both vessels are going the same course in a narrow channel, and there is danger of running foul of each other.

Fourth. A steamboat is generally deemed as always sailing with a free and fair wind, and therefore is bound to do whatever a common vessel going free or with a fair wind, would, under similar circumstances, be required to do in relation to any other vessels which it meets in the course of its navigation. Steamboats receive their impetus from steam, and not from sails, and are capable of being kept under better command, and ought always to give way in favor of vessels using sails only, * all other circumstances being equal.

Fifth. The master of a vessel, entering a port or river where other vessels are lying at anchor, is bound to make use of all proper checks to stop the headway of his vessel, in order to prevent accidents; and if, from want of such precautions, a loss ensue, he and his owners are responsible.

Sixth. So it is held, that if two vessels or ships of unequal size, are in the same stream, the lesser must give way to the greater.

Seventh. So a ship clearing out of a harbor must make way for another vessel that enters.

Eighth. Where two ships are clearing out of a harbor, the hindermost ship must have care to the one putting out before her. † The question in all cases of collision is, whether proper measures of precaution are

* Story on Bailments, p. 336.

† Jacobson's Sea Laws, p. 338. 3d Kent's Com., 230.

taken by the vessel which has unfortunately run down the other. This is a question partly of nautical usage, and partly of nautical skill. If all the usual and customary precautions are taken, then it is treated as an accident, and the vessel is exonerated; if otherwise, then the offending vessel and its owners are deemed responsible. Indeed, all rules are held subordinate to the rule prescribed by common sense; which is, that every vessel shall keep clear of every other vessel, when she has the power to do so, notwithstanding such other vessel may have taken a course not conformable to established usages. A case can scarcely be imagined in which it would be justifiable to persist in a course after it had become evident that *collision* would ensue, if, by changing such course without injury, the collision could be avoided; and where vessels are sailing on the wind and approaching each other, and the vessel is so far to windward on the larboard tack, that if both keep their course, the other will strike her on the lee side abaft the beam or near the stern, in such a case the vessel on the starboard tack, contrary to the rule laid down above in the second division of this subject, must give way, because she can do it with greater facility and less loss of time and distance than the other.*

KEEPING WATCH, SIGNALS, LIGHTS. Most maritime nations consider it negligence, on the part of masters, not to keep watch on board their vessels. In the night-time this is absolutely necessary for the safety of the vessel; and where there is negligence in this particular, the vessel will be held to blame in cases of collision.

In channels, or narrow seas, the practice of ringing bells in foggy weather ought to prevail, and the general injunction to keep a good look out is insufficient.

The master of a Hamburg ship, in the night time, in foggy weather, passing the Cattegat, observed a sailor on board who did not belong to the crew. "From whence came you?" was the question, in amazement. The answer was, "From a Dutch brig, which you

have just run down. I was on the yards at the time, and jumped on board." The collision was not observed until the sailor gave the astonished captain the information.

By the Spanish law, every ship or vessel above the burden of sixty tons, shall have a light in the lantern of the ship at night, as well at sea as in the roads, under a penalty. The want of a lantern in narrow seas and ports has always been looked upon as an omission and neglect, not entitling the party to redress if injured. The supreme court of Holland have so decided; and this appears to be the law in other European countries, as well as in the United States of America. By the laws of the state of New York, any steamboat that is navigating any waters in the night time, within the jurisdiction of the state, shall have, and carry, and show, two good and sufficient lights, one of which shall be exposed near her bows, the other near her stern, and the lights shall be raised at least twenty feet above her decks; and every master who shall violate this law is held liable to forfeit the sum of \$250 for each and every offence, to be sued for in the name of the people; and in case the penalty cannot be collected of the master, the owners are jointly and severally liable to pay the penalties, as sureties of such master; and the owners are declared by statute to be responsible for the good conduct of the masters employed by them; and the term "master" is declared to apply to every person having, for the time being the charge, control and directions of any steamboat or other vessel comprised within the provisions of the statute.*

And when steamboats meet each other within the jurisdiction of the state, each boat shall go towards that side of the river, or take that which is to the starboard or right side, so as to enable the boats meeting to pass each other in safety; and while the boats on the Hudson river, or Lake Champlain, are at anchor, they are bound, in the night-time, to lower their peak, to have a sufficient light shown in some part of the rigging, at least twenty feet above the deck, and

* Story on Bailments, p. 385. Steamboat Portland.

* 1 Revised Statutes, p. 652.

from the taffrail of the boat, under a penalty of \$50, to be collected of the master, in the first instance, and in case he is unable to pay it, then the owners are held to pay the same.

By the same statute, it is enacted that when a steamboat is going the same direction with another steamboat, the steamboat behind shall not approach to pass the head steamboat within the distance of twenty yards, nor can the steamboat ahead be navigated so as to unnecessarily come within twenty yards of the steamboat following it. A copy of the statute is to be posted up in a conspicuous place in every steamboat navigating the waters of the state, for the inspection of all persons on board thereof.

DAMAGES IN CASES OF COLLISION.—Damages in cases of *collision* of ships, or in running foul, may be reduced to three classes:—

First. By design.

Second. By negligence.

Third. By accident, and this is called a *peril of the sea*. All known maritime laws compel the wrong-doer to make reparation in the two first cases.

The commercial code of France, provides that, in case of running foul, if the occurrence was purely accidental the damages are to be borne without remedy by the suffering vessel. If the running foul proceeded from the fault of one of the captains, the damages are to be paid by the one who occasioned it. If there be a doubt which of the two vessels was in fault in running foul, the damages are to be repaired at their common expense, in equal portions between them. There are some differences in the rules which are applied to the cases of vessels running foul amongst the various commercial nations. By the laws of Holland, in cases of collision, if the damage is done reciprocally, such damage is apportioned in common between the parties; if the damage is wholly created by one ship through the fault of the master, he is to repair the damages alone, if he is able; otherwise, the owners are liable to the extent of their interest in the vessel and cargo, and no further. This is understood

to be also the law of England, by virtue of the statutes; as well as the law in the states of Maine and Massachusetts, by virtue of their local laws. In England it is said that, by the common law, in cases of collision where there is a common fault, neither party can recover any compensation against the other, and the loss however unequally distributed, must be borne where it has alighted; and the result is the same where the fault cannot be ascertained or brought home by satisfactory evidence. But in the court of admiralty, where there is a manifest fault on both sides, the damage is to be apportioned in the aggregate.* The Russian law determines, like the common law of England, that each party is to bear his own loss, without recourse to the other, where neither party is in fault; and by the Prussian code, if two ships at anchor are, by the force of the winds or waves, driven together so as to occasion damage to one or both of the parties, such damage is to be computed together; and where a ship at anchor, from the badness of her cables or other negligences of the master, breaks loose, and is driven upon other vessels made fast, the master of such ship must make good all damages done to the other. The owners of the vessel, in cases of collision, are liable to the extent of their shares and no more. The Prussian law declares, that when a ship or vessel is driven against another at anchor, without fault, the vessel doing the damage shall pay its own, and one-half of the damage sustained. The owner is held liable in subsidium for all damages. By the laws of France, vessels going out of port are bound to have regard to those before them, and if the hindmost ship injures the one forward, she is bound to pay all damages. So, where two vessels of unequal size are in the same stream, the less vessel ought to give way to the greater.†

If the ship gains a lasting benefit by the repairs, a deduction from the amount of the general average must be made on that account, which is usually set down at one-third of the

* Kent's Com. p. 230. Jacobson's Sea Laws p. 323.

† See Jacobson's Sea Laws, p. 323.

expense of the new fixings of the vessels. *

If the ship or goods on board be damaged by collision, the loss is considered by insurance writers to be a peril of the sea, within the terms of an insurance policy, and the underwriters must make good the loss. Where a collision takes place between an American vessel and a foreign one, within a foreign jurisdiction, the case will be decided according to the rules of law which govern the foreign jurisdiction; so *vice versa* when a collision happens within the jurisdiction of the United States. †

The statute law of Massachusetts and the state of Maine, following the statutory law of England and Holland, have exonerated the owner of a vessel upon his abandoning the ship and freights, from damage and liabilities in cases of collision.

The ancient general maritime law, exacted a full compensation out of all the property of the owners of the guilty ship, in cases of collision, upon the common principle applying to persons undertaking the conveyance of goods at sea. They were answerable for the conduct of the persons whom they employed, and of whom the other parties, who suffered damage, knew nothing, and over whom they had no control. This is presumed to be the law at the present day, in those countries which have not made any regulations respecting it, by statutory enactments. ‡

A merchant ship, that is run down by a public armed vessel in the service of the government, will have in equity a claim to the same indemnity and contributions for the loss, as where the accidents happened by collision by and between merchant vessels; yet we know of no case where the ship of war has been arrested by a suit in admiralty, to obtain satisfaction for the damage.

The maritime jurisdiction of the United States, is confined to the waters within the ebb and flow of the tide; consequently, vessels navigating fresh water rivers and lakes are not within the cognizance of courts of ad-

miralty jurisdiction. In the state of New York, cases of collision upon the internal waters of the state, are brought within the practice of arresting the offending vessel by the statute. †

‡ Act passed April 26, 1831.

THE BEAUTIFUL THINGS OF EARTH.

What are the beautiful things of earth?
The looks of flowers? A child's sweet mirth?
The glory of woodlands waving wide?
Or rich man's glance of hope and pride?
The faith that speaks from girl's clear eyes
For the untried life that before her lies?
Lovelier looks than these are on earth:
The fruits that last when flowers are gone;
The patient smiles of sickness wan;
The martyr light in a strong man's eye,
When he clasps the right in agony;
The glance more sweet than faith e'er wore,
Of the love that lives when faith is o'er;
These are the beautiful things of earth.

AUTOBIOGRAPHY OF A SEAMAN.

The following narrative was drawn up by the subject of it, John B—, at our suggestion, and is published with only some slight abridgements. It is a touching exhibition of the power of divine grace to reach even the most abandoned. We hope every sailor will read it, and if there be one poor victim of sin and sorrow who would break off his yoke and find relief, let him learn from it to go at once to Christ and cast his soul on him.—Ed.

SAILOR'S HOME,

Christmas Eve, Dec. 24th, 1856.

Well might I this day exclaim, am I not a brand plucked from the burning!

It is now about ten months since I gave myself away in an everlasting covenant to Him who purchased my soul with His most precious blood, and since then he has been my strength, my refuge, my portion and my whole delight. And now, O my Saviour, I give myself afresh to thee. Unloose my stammering tongue to tell what thou hast done for my soul.

I was born in Ireland, I believe, in the year 1817 or 1818, I am not certain which, of respectable parents. My father brought me up strictly in the faith of the Church of England.

* 3d Maule and Selw. Rep., 432—Plumber vs. Widman.

† Phil. on Insurance p. 94, vol I.

‡ 1 Haggard's Rep., 109.

There were then no such blessed institutions as Sabbath Schools, and, as I now see, little vital christianity around. The mother of harlots sat as a queen in that part of my poor benighted native land. However, I bless God the Bible was there, and in my young days, I heard its precious truths, my father always requiring that I should attend church on the Sabbath. He was then strictly moral and was afterwards converted to God under the preaching of a clergyman of the Wesleyan Mission. At sixteen years of age I was seized with an incurable desire for the army, and resolved to join the British troops then in India. How often has my kind parent entreated me to be wise and remain at home, and not bring his gray hairs with sorrow to the grave. But Satan would spur me on, and taking all the money I could lay my hands upon, I left; never to see him again in this world. I arrived in India in 1838, after a narrow escape from shipwreck, going round the Cape of Good Hope. I soon got into the company of the drunkard and the infidel, and was a poor wretched man. I tried to persuade myself there was no God and rushed recklessly into every thing that was vile. My officers turned against me, and the guard room and the dark cell were often my portion. Truly I learned that the way of transgressors is hard.

I now cared little what became of me. I cared for nothing but to get rum; and being brought so low that respectable young men would not keep my company, and while reflecting on the past, especially what sorrow I had caused my poor father, I came to the determination of putting an end to my life. I thought I would drown myself in the sea, so that no one should know what had become of me. I left the barracks as the sun was fast sinking in the west, resolved soon to sleep beneath the ocean wave. I came to the shore, took off my clothes and went out as far as I could with my head above water. O, the terror that then seized upon me. My conscience whispered, suppose there is a hell! I was struck with the dread of dying, and fear of judgment, and hurriedly retraced my steps. The horror of my mind, who can describe, while

there on the sandy beach, I kneeled down and prayed God, if there was a God, to have mercy upon me. I returned home and resolved to abstain from rum, and did so for some months. I frequently went to hear the missionaries preach, and really thought I was all right now. I began to think I should continue to the end, and being a Protestant and exceedingly bitter against Roman Catholics, I thought all was well with me. But alas—I soon found my deceitful heart was only betraying me. The hour of temptation came. I was carried away like smoke. God now left me to my own vile heart's dictates, so that for nine or ten years I feared neither God nor man. Death was on every side. Cholera was raging, and thirty or forty soldiers were buried daily, besides women and children. There were no parades—the men that were well attending chiefly upon the sick. The canteen where the liquor was sold was thrown open, and “brandy” was the only word from morn till night. I don't remember having spent a sober day in all that time. I recollect two comrades of mine—we lay near each other and were drinking the same day together. They brought me to my cot drunk, and laid me on it. When I awoke in the morning, I called out for them and was told they died during the night. What will become of me, thought I, at last; however, I said, it is of no use for me to think of reforming, I am too far gone. I rose up again, went into a bathing house in the yard and fell asleep on the steps that led into the tank. If my feet had slipped nothing would have saved me. A man came into the bath-room and brought me to my room, and when I came to myself, he told me how he had found me. I went out into the yard and wept, and all my past folly rushed up before my mind. I resolved again to seek God's help, and signed the temperance pledge. I kept sober two years, during which time I frequently attended preaching, but alas—my heart was never changed; the outside of the cup was made better, but there was no love to Christ. During this time, I gained the friendship of my officers and was soon promoted to be a non-commissioned officer. I volun-

teered to go to China to fight, but after sailing as far as Singapore, we were countermanded, and ordered back. I did not like this and in a fit of anger I returned again to the intoxicating cup and soon fell from the esteem of my colonel and others, and was plunged deeper than ever in the horrible pit of sin and misery.

One evening after being released from imprisonment for misconduct, a letter was handed me, which I saw by the post mark was from home. I had never written to my parents, for I was ashamed to do so. A cousin of mine in the army had done so, and had given a true report of my conduct; and I doubt not that the intelligence had helped to shorten my poor father's days. I opened the letter with a trembling hand, and soon learned that that dear parent was no more. The last thing, it said, which he did before his death, was to ask my sister to raise him up in his bed that he might once more pray for his wretched son. "O Lord, I have one poor wandering child in the far distant East, have mercy upon him, and save his soul!" He fell back and died. I closed the letter and went to weep in secret.

I resolved anew to become a christian, and again commenced to lead a new life, but did little more than reform my outward conduct. Having now completed twelve years in the Queen's service I obtained my discharge, and got employment in a school connected with the London mission. Here, however, I was again overtaken by my besetting sin, and was obliged to leave. I resolved to return to England, and arrived there in 1851. I found only one sister of a family of ten brothers and sisters besides my father and other relatives whom I left many years before. I was lonely and sad, and after a little while I determined to sail for America. Here I was kindly received by a sister residing in New York, but repaid her kindness with ingratitude. I was enticed to the theater and rum shop, was often arrested by the police for intemperance, and oft found myself in the city prison, a poor ragged creature shaking with delirium tremens, under the very spot where many have paid the last penalty of the law, and tempted to put an end

to an existence of which I was tired. At length I went to Philadelphia to see a brother who was living there, and while in that city listened to a thrilling discourse in the seaman's chapel, from the words, "How can I give thee up?" I wept like a child while the man of God showed the love of our kind heavenly Father, and his long suffering towards sinners, and was almost resolved to go at once to Him, and give up all for his service. But the fear of man was a snare, and I grieved God's Spirit, and went away to plunge again into my former habits, and pursue the same sad course of shame, and wretchedness and guilt.

In February, 1854, I entered the U. S. Navy, and in July following sailed for the Pacific, rejoicing that I was where my relatives would never see me again, and purposing when I reached some foreign port to run away from the service. But God's mercy was leading me in a way I knew not. Four days out from Rio Janeiro we were overtaken by a storm. The waves rose mountain high, the thunders rolled, and the lightnings played. In the twinkling of an eye our mizzenmast went by the board, and shortly after our mainmast. We expected the foremast to follow—all hands were called to save ship—the signal gun proclaimed distress and called for relief. Terror was on every countenance, and hurried thoughts of dear parents, of wives and children whom they might never see more, wrung many hearts with anguish. But these thoughts did not trouble me. My past sins rushed up before me, God's gracious spirit resisted.—His long suffering provoked, and now I thought the barren fig tree was about to be cut down. I exclaimed, "well, I'm damned for ever, and justly too. The Lord called and I would not obey, and now he is going to destroy my soul." My sainted father's last prayer came up to my view, and I saw his raised hands praying even in death for his poor wandering child. I lifted my heart to God, and said, "O Lord spare me but once more, and I will serve Thee." I cried to Him for Jesus' sake to save me. He heard my prayer, and we were delivered from death. I continued to pray for a time, morning and night, but did not

leave off drinking rum, a ration of which was served out to us daily.

Soon after it pleased God to lay his afflicting hand upon me. I was seized with inflammatory rheumatism, which deprived me of the use of my hands and feet, and so racked my whole body with pain, that I often wept as I lay on the deck, and wished I had never been born. I continued in this state for ten months, under the discipline of God's tender love, designed to bring me to repentance. I bless His name for the chastising rod.

Being unable to perform duty, I was invalided home, and transferred to the Vincennes, sloop of war, bound for New York. We touched on our way at Honolulu, and being somewhat improved in health, I obtained liberty to go on shore, having promised the doctor that I would not get drunk; but I fell into bad company and broke my promise, and while intoxicated fell over a spare mast near the gang-way of the ship, and would certainly have been killed, had not one of the men seized hold of me. He told me of it the next morning. I sat down on the deck and asked what will become of me. I thought of the vows I made in the hour of danger to my long suffering God. I thought of the many perils I had escaped, and the many times I had been delivered from death. *My poor father's last prayer* for me came more forcibly to my mind than ever, and as I leaned over the side of the ship I wept where none could see me, but Him who despiseth not the tears of the contrite. I felt the influence of the Divine Spirit working in my soul, and my heart was softened. Rev. Mr. Damon the seaman's chaplain, came on board with books and tracts. I went to him and said, "sir, will you give me a testament?" He did so and I commenced to read and study it, but the more I read, the more I felt condemned. I thought I had gone too far to expect forgiveness, and as my burden increased I knew not what I should do. I roamed about the deck; I could not eat, nor remain five minutes in one place. Where, thought I, shall I now go? My sin has found me out. God will cut me down now and I shall be in hell for ever. Still I felt and acknowledged his justice in so do-

ing. I remained in this wretched state four or five days. I did not know that there was a christian on board, but thinking that a very moral young man with us might be one, I made my case known to him. He replied, "you must not give way so; pray a little in the morning and at night, and if you are sorry for getting drunk, God is good and will forgive you; so think no more on the subject. You are weak in body and if you feel so, your health will give way. So come John, cheer up and help us sing "Poor Dog Tray." "Ah," said I, "shipmate, "Poor dog Tray" can't give me any comfort now, the arrows of the Almighty are fast within me, and unless He restores my soul nothing else will." He replied, "I hope you are not going to extremes." "I am going, said I, to begin in earnest and seek God. O, that I knew where I might find Him!" I continued to read my testament, but the more I read the greater was my burden. One night after turning into my hammock, I dared not shut my eyes lest I should wake in hell, but at length being overcome by weakness and want of rest, I fell asleep. I dreamed I was in India again. A pious man came and asked me to go and hear preaching. I went with him, and as we came to the door, I looked in and heard most beautiful singing, but as my clothes were all filthy and ragged I would not go in. Presently the Missionary gave out the text. "How shall we escape if we neglect so great salvation?" I was filled with terror at these words, and tried to run away, but could not, and in my struggles I awoke. The perspiration was pouring from my forehead, and I was in the greatest agitation. I opened again God's word, for I had now no other comforter. I read the third chapter of John, and there I saw what I needed. I must be born again. I read on and came to the 16th verse. "God so loved the world that he gave his only begotten Son, that whosoever believeth in him should not perish, but have everlasting life." I was struck by these beautiful words, Does that include me? Yes, I thought, "*whosoever*," means me, I will venture on this love. I tried to give God my heart, and there, in that midnight hour, far away on the billows, I cast

my poor guilty soul on his mercy, and while pleading this precious word I felt peace and comfort within me.

I slept little that night. In the morning I turned out feeling happy in my Saviour. I went on deck, told my shipmates what God had done for me, but they said I was mad. *Mad?* said I, well if this be madness, it is blessed madness, and I wish you all had it, from the Commodore down, and we would sing a glorious song as we went round Cape Horn. My soul rejoiced. I leaned over the anchor at the ship's side, and having got a little Hymn book from one of the crew, I sang to myself those beautiful lines :

My God is reconciled,
His pardoning voice I hear,
*He owns me for his child,
I can no longer fear.*

I was soon called to meet severe persecution. Wherever I went through the ship, I met mockery and scorn ; but Jesus was with me and stood by me. In the night my hammock was let down by the men while I was asleep and I fell across a large chest. I was not much hurt, but somewhat stunned, and holding on to a stanchion I knelt down and prayed to my God not to lay this sin to their charge. I was asked the next morning if the Lord did not visit me during the night. Yes, said I, blessed be His name, and if you do not repent he will visit you in an hour when you think not.

They threatened to burn my Bible. Ah, said I that might do in my poor priest ridden country, but thank God I am sailing under the stars and stripes now, and Antichrist cannot hold its deluded victims in slavery here. The laws of America protect my rights, and no one, I say it with respect and love to my officers, shall prevent me from reading God's word, and praying and praising Him.

After a little while the mouths of the revilers were stopped so that I could walk up boldly and speak to any of the crew about the welfare of their souls. I continued to pray for my shipmates, and soon had the comfort of seeing a boy about 16 years of age come out on the side of the Lord. He was next the mark for ridicule, but he who never forsakes his children stood by him, and deliver-

ed him from their snares. Seeing this dear soul rejoicing in God, I felt much encouraged to persevere in my efforts for the salvation of my shipmates. We both united in covenant to serve the Lord. Never shall I forget that night, when under the bow of the launch we knelt together, and gave ourselves away to Him who had loved us. This dear boy was much tried by the wicked men, but nothing was able to move him. One officer on board tried to stagger his faith ; he used to send for him in the only times the boy had to study and improve his mind, and ask such questions as this : "E.—where did Cain get his wife?" "Sir," he replied, I am ignorant. The only answer I can give you is, my God knows where Cain got his wife, and I did not ask him this question when I felt the burden of my sins, but I cried, God be merciful to me a sinner."

At Tahiti the crew got liberty to go ashore, and for four or five days abandoned themselves to intemperance. During this time I had much abuse to encounter, but I strove to bear up under it looking to that Saviour who endured the scoffings of poor vile men. I was much comforted by those words of his, "learn of me."

While we were there another narrow escape from death took place. A young man came from shore intoxicated, and lay down upon a chest; his head fell over the edge and he was nearly suffocated. One of the crew passing by happened to notice him, and relieved him from his position—a minute more and life would have been extinct. The next morning after he had recovered, I asked him where he thought he would have been, had he died in drunkenness. He replied, I suppose John, I should have been in hell. I talked with him for some time, and invited him to come and read with me. He did so, and in four or five days, after very deep convictions, I had the joy of seeing him happy in the Lord. Now, thought I, here are two or three of us, and the promise is to such. O what sweet and precious moments we had in communing with our God and singing our evening song :

"The star, the star of Bethlehem."

Eight or ten days afterwards, the

Commodore's cook, a colored man, was converted: He was a precious soul, and I took great delight in conversing with him. God's Spirit was among us, and many were convinced of sin, but shame and the fear of man, kept them back.

I shall never forget one man who was brought very low by sickness; and the doctor believing he would never get well, I took an opportunity of speaking to him of his latter end. He listened for a while, but would not permit me to read to him the word of God. His only desire was to be spared to see his poor aged mother before he died. He seemed to recover a little, and I was glad he had an opportunity to repent. I again visited him, but now he replied to me in the spirit of the other enemies of God; asking me in a mocking tone, "Did you ever eat the husks that the swine did eat?" Yes, sir, I said, I did to my shame and sorrow for thirty six years; but now, thank God, I can eat angel's bread, the sweet manna of Jesus' love. I continued, you can mock away, but I leave you in the hands of that God, whom I love and serve. Alas! in four days from that time I saw him deprived of his senses, pouring out awful blasphemy, and cursing the name of the Most High. In this state he died, four days out from this port, and his body was committed to the deep, till the sea shall give up its dead.

Another man met with us often for prayer and singing, and seemed near the kingdom of God, but he was not willing to give up all for Christ. Rum was the idol that ruined him. I warned him with tears to abandon it but he insisted that so little as his daily allowance would not hinder him from being a Christian. Ah! said I, shipmate, it's a sore temptation, I greatly fear for you. It proved to be such. He continued to drink his rum daily; God's Spirit withdrew from him and he turned and became a persecutor with the rest. He was discharged from the ship on her arrival, with about \$500 wages. He resorted to the haunts of vice and drunkenness, and was found at last in a house of ill-fame in Water Street, smothered in rum, without a shilling left to pay for his coffin. O that he had been wise in time.

On reaching New York, being still afflicted with lameness, I was sent to the hospital in Brooklyn, where I remained two months happy in the Lord. Two precious souls were converted there during my stay. One of them, a Roman Catholic, after he found peace in believing, would not remain, but started forthwith to see his parents in Ireland to tell them what the blessed Saviour had done for his soul.

My health having improved I obtained my discharge and left the service. I have since been in the Sailor's Home in this city, where I have received much kindness from Captain Tracy and his wife, and had the joy of seeing several of the boarders hopefully brought to Christ. The welfare of the sailor is ever near my heart, and I cannot but pray and hope that the time is at hand when the abundance of the sea shall be converted to God.

B.

For the Sailor's Magazine.

THE TRUE GENTLEMAN.

TO THE TEN YOUNG MEN OF THE HOPE.—If a father's advice may be of value to his son, the same advice may, if properly heeded, be of equal value to other young men in like circumstances. No doubt all of you have the design of forming for yourselves the character of a gentleman. If you eventually fail, it will be as much perhaps from a false estimate of what constitutes that character, as from any other cause. True, there is an evil of the heart, which every one who has attained but a small degree of self-knowledge must have discovered, that is, an innate propensity to wrong, and this may be, indeed, the cause why we under-estimate true gentility, and associate with it, especially in sea life, practices as foreign from it as the meridian of midnight from morn.—There is nothing low in true gentility; nor is there anything beyond the reach of each of you. When we look along the front rank of our acquaintance for a fugleman to draw out as an example for us all, we can scarcely find one who has not degraded himself with some vicious

habit. One is a profane man, another sometimes making use of intemperate language, or vulgar epithets; next we see a drinker, next a smoker or a chewer of tobacco, or a snuff taker, with their tainted breath; next, perhaps, and not less dangerous, the man of inuendoes, marking him as the secret associate of the vile of the other sex. So, one fault and another attaching itself to characters we value most highly, leads us to a false conclusion of what the real gentleman should be.

We too soon adopt the habits of those around us. Cultivate an independent mind, and have an independent aim. Gentlemen, by adopting vulgar habits, do not make those habits genteel, and so far lower their own gentility. A swearing gentleman, a vulgar gentleman, are contradiction in terms. A tobacco chewing or a smoking gentleman is scarcely less, and a lying gentleman cannot exist. The character only accords with the utmost truth and sincerity.

I recollect an anecdote which I heard in my childhood, and which, as it may serve to impress an important fact upon your mind, I will here repeat. A very polite old minister of our town of Rochester, Massachusetts, years ago, met on a pleasant morning a very polite neighbor of his, in his morning walk, and after the usual salutation, was inquired of what he had learned new and interesting of late. The old minister replied, in his very peculiar way, I have just found out that the Lord Jesus Christ was a *perfect gentleman*. This idea was a correct one. The character of our Saviour is the only true stamp of gentility. Apologize for our bad habits as we may, when we look at them in this mirror, when we measure them by this standard, they are false coin.

And now, young men, let me add, that as you value yourselves, you will probably be valued by others. It is true that worldly success does not always depend upon moral purity; but it is equally true that no one can long hold the confidence of men, while destitute of that governing principle of all right action. Our profession has been, perhaps justly, charged with the more bold and open dereliction of moral duty; and, in

writing thus to you, I am aiming to form you to a higher standard. But there are subjects of another and less noticed class, in relation to which we may boast over all the other professions of the world, and which ought to make a sailor proud of the name. When I take but a slight view of the iniquity of land-life, as the present age presents it—its peculations, its frauds, its defalcations, its counterfeits—I am led to the almost inevitable conclusion, that it would require all the faults of mariners from Noah to the present day to equal a single year's enormities of that kind. I am proud that I have been a sailor, and that what is mine is mine honestly, besides a good deal more out of which I as well as other sailors have been swindled by landmen. And if I were to live my life over, I would neither change my profession nor my practice. It is better to suffer for well doing than for wrong doing. It is better indeed to suffer wrongfully than to succeed by wrong measures. Wealth will be of little value to him who attains it by deceit and fraud.

I shall write you again. In the meantime, I shall be happy to hear from you all.

I shall not need to give you my address. Yours, very truly,

N. B.

For the Sailor's Magazine.

LIBRARIES FOR HOSPITALS.

The ordinary methods of conveying spiritual instruction to men are insufficient to meet the wants of the inmates of our hospitals. Some are confined to their beds, and cannot go to the chapel to hear preaching; others belong to a corrupt church, and consider it a sin to attend Protestant worship; others still are indisposed to go, and it would not be wise to compel them. Personal and private effort can do much, and should never be omitted, but sometimes is scarcely practicable, and at best can not reach all the inmates without involving a great expenditure of time and labor. The only method possible of meeting these deficiencies in the means of instruction, is by furnishing a *liberal supply of appropriate books*.

It should be noted that the inmates of hospitals like the Seamen's Retreat, which the writer has particularly in view, are confined to the bed or a room, often for many weeks, that they have been accustomed to active out-door labor, which makes their confinement, with nothing to do, exceedingly irksome. The mind having perhaps nothing of a pleasing nature upon which to dwell, acts in discontent upon the diseased body, and in return the body acting upon the mind, produces a state of wretchedness that is indescribable. I have in my recollection a Malay, whose diseased hand was amputated, from which he fully recovered, but being disappointed in an opportunity to return to his native land, he began to droop in despondency and gloom, and soon died. An interesting book to one thus suffering, is often like a dash of sunlight upon his pathway. "Will you give me a book," said a sailor to me yesterday, "I have nothing to do?" Here, said I, is one wholly religious. "I would like one," he replied, "with only a little religion in it." Doddridge's *Rise and Progress*, The Pilgrim's Progress, Abbot's *Histories*, Bancroft's *History of the United States*, The *History of England*, *Scriptural Biography*, &c., have all been often read through.

Spaniards, Portuguese, Italians, Germans, Swedes, French and Dutch, &c., &c., will read with apparent pleasure the Bible in their native tongue, and a book of almost any kind is like a visit to the home hearth, or a friend from home to cheer them in a strange land.

Who will say that this bread cast upon the waters shall not be found after many days; that through this means the thousands that come and go to and from the Seaman's Retreat will not have treasured up food for reflection hereafter, that when out upon the wide waters, as they pace the deck in keeping watch in the hours of night, the evangelic truth from the pages of inspiration, and the little volumes that they have read to beguile the hours of pain and ennui, shall not result in a sound conversion to God.

Libraries have been founded in our large cities, at great expense, for the public. New York-boast of her Astor,

her Mercantile, and others, but those who are benefited mainly are able to buy their own books. Not so with our public institutions, our hospitals, prisons, &c. Here are the poor, the sick, and the infirm, who have no books, and are unable to buy them. A good and appropriate selection might work a reform of the vicious, when everything else has failed.

From careful observation and reflection, I am sure that a few hundred dollars expended in furnishing our public institutions, of the character I have named, with respectable book-cases, with glass doors, conveniently situated in the wards, (not in an out of the way apartment called the library,) full of interesting and instructive books in different languages, would throw light and gladness into many a seared heart; would be a medicine to help on the cure of disease, and would be a fountain of healing waters that would go far toward cleansing and elevating the character of a most useful class of men.

JOHN J. MATTHIAS,

Chaplain of the Seaman's Retreat.
Staten Island, Nov. 19, 1856.

NOT SETTLED YET.

Several years ago there was a good old man by the name of Very, residing in a certain town in Massachusetts. He being an observer of God's commands was much annoyed by some of his neighbors, who persisted in working on Sundays. One day, as the good man was going to meeting, his Sabbath-breaking neighbors called out to him from the hay-field, "Well, father Very, we have cheated the Lord out of two Sundays, any way." "I don't know that," replied the old gentleman, "I don't know—the account is not settled yet."

A VISIT AMONG SEAMEN.

SABBATH MORNING, DEC. 21.—It may not be known to all that a very interesting work of grace is now in progress among the sailors in this port. As the work progresses, I find seamen more ready than usual to accept an invitation to attend Divine service, and it is very encouraging that so many who have hitherto neglected the sanctu-

ary, are now found there as devout worshippers.

Observing a group of sailors in front of a bar-room, segars in mouth, and ready for a cruise in search of pleasure and amusements, I approached them and said, my friends let me invite you to do a good thing. All eyes were turned towards me, when one inquired earnestly, what is that? I replied to go with me to the Mariner's Church, and hear Rev. Charles J. Jones, preach, who has been a sailor, and knows how to sympathize with you in all your trials and hardships. The inquirer, turning to his shipmates, said, "Boys let's go." We started, and before we got half way to the church, our numbers had doubled, partly by the efforts of the sailors themselves, but before we reached the door the hearts of some failed, and they dropped off. One said he had some letters to direct, but would soon return. He did so, bringing four shipmates with him. The "still small voice" reached his heart. He has thus far been a constant attendant at the meetings, and has been active in his efforts to bring seamen under the influence of the Gospel, and we have good reason to hope in his case that old things have passed away, and all things have become new. Ere this meets the eye of your readers he will be on his way to California where his labors, we hope, will be continued.

At a Portuguese boarding house, I found the sailors sitting at a table playing cards. I invited them to accompany me to the house of God. "What will it cost?" one inquired. Nothing, I replied; it is all free. Five of them accompanied me, making more than twenty that were that morning persuaded to hear the Gospel preached.

We may never know the result of these efforts here, but we are to sow beside all waters, leaving the results with God. Twenty years ago I met a careless sailor, and invited him to the Mariner's Church, where he was converted, and is now preaching the Gospel to the Danes, Swedes, and Norwegians in this port. This faithful Missionary met a French sailor boy, a Roman Catholic, about a year since, and took him to the Mariner's Church, where he was brought to the know-

ledge of the truth, as it is in Jesus. A gentleman who knew something of his walk and conversation, said to me one day, "That boy ought to be educated for the ministry, and I will give \$50 a year towards sustaining him." Others became interested in him, and he is now at school, preparing for the ministry. These, and many similar facts show what the Port Society of New York is doing to hasten the time when the abundance of the sea shall be converted to God.

L. P. H.

For the Sailors Magazine.

THE SAILOR'S CHEST.*

BY REV. CHARLES W. DENISON.

Close hidden it stands by the polished wall,
By fair hands draped in the entrance hall,
Soft cushioned, where curtains around it fall,
The sailor's chest.

Once on the forecastle floor it stood,
A plain, rude box of painted wood,
Where its occupants crowded all they could,
The sailor's chest.

But sacred, among the treasures there,
Was the Holy Word, and the Book of Prayer,
And a christian mother's lock of hair,
In the sailor's chest.

'Twas a table by day, by night a bed;
A library, closet, a wardrobe's stead,
To "slops," to "traps," and "ventures" wed,
Was the sailor's chest.

Now to the northern glaciers borne,
Now to the wastes of wild Cape Horn,
Now to the sun set, now to its dawn,
Went the sailor's chest.

But whither it roamed, and where it stayed,
Before it oft the owner prayed,
A shrine to the living God was made,
The sailor's chest.

Then treasure it up by the homestead door,
'Tis a grace and boon to the richest floor,
And guard and cherish evermore
That sailor's chest.

* In the *Sailor's Magazine* for December '63, is a very interesting communication from Rev. Mr. Damon, Seamen's Chaplain at Honolulu, in which he mentions that the lounge in the hall of one of our benevolent merchants, was once his chest when a sailor boy.

The attention of a little girl, being called to a rosebush, on whose topmost stem the oldest rose was fading, but below and around which three beautiful crimson buds were just unfolding their charms, she artlessly exclaimed to her brother—"See, Willie, these little buds have just awakened to kiss their mother before she dies."

NAVAL JOURNAL.

For the Sailor's Magazine.

DEATHS IN THE SEAMEN'S RETREAT.

From July 29, 1856, to Jan. 2, 1857.

<i>Names.</i>	<i>Age.</i>	<i>Birth.</i>	<i>Date.</i>
John Roach,	31	New York,	Aug. 5, 1856.
John Jones,	30	Ireland,	" 13, "
Charles Graham,	23	Germany,	" 22, "
Captain T. Madsan,	30	Denmark,	" 23, "
James Boyle,	35	Ireland,	" 23, "
Edward Neal,	39	Ireland,	" 25, "
William Toward,	32	Scotland,	" 26, "
George E. Smith,	22	New York,	" 30, "
Charles Walgrane,	37	Sweden,	Sept. 1, "
Charles T. Brower,	24	Holland,	" 9, "
Benjamin S. Cope,	25	Maryland,	" 8, "
Captain Oscar Roberts,	43	Virginia,	" 29, "
Peter Golden,	38	Ireland,	Oct. 4, "
Captain Henry Clarke,	62	Connecticut,	" 12, "
Peter Burns,	32	Scotland,	" 12, "
Thomas Johnson,	32	Ireland,	" 16, "
William Johnson,	69	Pennsylvania,	" 18, "
Captain H. Blanchard,	57	France,	" 21, "
Charles Adams,	32	Massachusetts,	" 24, "
Daniel Haines,	22	Ireland,	" 28, "
John Ballard,	41	Pennsylvania,	" 29, "
Thomas Stewart,	32	Scotland,	Nov. 1, "
H. Van Wick,	27	New York,	" 4, "
Andrew Oconan,	46	Finland,	" 4, "
Captain R. B. Royal,	42	New Jersey,	" 11, "
John Anderson,	24	Sweden,	" 28, "
George Clark,	31	Maryland,	" 28, "
William H. Williams,	24	New Jersey,	Dec. 1, "
Andrew Holmen,	22	Sweden,	" 2, "
Jenkins Morgan,	40	England,	" 6, "
Thomas Bryan,	51	Newfoundland,	" 7, "
William Brower,	24	Sweden,	" 15, "
Mark Peters,	46	New Hampshire,	" 21, "
Samuel Reid,	20	Scotland,	" 21, "
John Dennis,	24	Canada,	Jan. 2, 1857.

JOHN J. MATTHIAS, Chaplain, &c.

SEAMAN'S RETREAT, Jan. 6, 1857.

Disasters for the Year 1856.

We place before our readers, as usual, a condensed view of the losses at sea for the past year, including the class of vessels and the known or estimated value of vessels, cargo, and freight. In most cases the loss is total, and nearly all American.

LOST AND MISSING VESSELS.			
STEAMERS,	-	-	11
SHIPS,	-	-	144
BARKS,	-	-	60
BRIGS,	-	-	89
SCHOONERS,	-	-	160
SLOOPS,	-	-	3
TOTAL,	-	-	467

Value of vessels and cargo, \$21,600,000.

Lives known to have been lost, 630.

The crews of missing vessels were probably about 200. Total, 830.

The New York *Times* estimates the total losses of the year as high as \$26,000,000.

During the last three years the appalling sum of at least *sixty-two and a half millions of dollars*, of American commerce have been sunk in the ocean. The losses have been so heavy, it is said "some of the insurance offices have had to succumb entirely and retire from the field, while others have had to strengthen their position by new subscriptions to their capitals." Three more such years, and what will underwriting avail?

It becomes all concerned to enquire into the causes of these overwhelming losses. In ordinary commercial failures, property only changing hands, the community at large sustains little or no loss, it is often a gain even to the mass. But here is utter waste, a dead loss to every one in the land. Experienced sea captains tell us that a very large proportion of these losses is owing, not to the storms alone, but to the unskillfulness and inefficiency of the crews put on board our vessels; that the hot haste of commerce causes much of this waste.

If ships must still be manned through shipping offices by worthless, drunken, inefficient men, scraped out of the dens and purlieus of our great cities, and rushed out into the ocean, and flung to

the winds, we see no way but the waste must go on to the bitter end, till the evil cures itself. And we judge we are not far from that point. When owners are obliged to be their own underwriters, they will soon find that safety and profit depend on good crews, composed of *men* paid and treated as such, and made to feel an interest in the welfare of owners and officers.

It is safe to say there have been from one hundred and fifty to two hundred seamen radically reformed in this city within the past eighteen months. It is equally safe to predict that four-fifths of them will leave the service within three years, simply because the inducements are so small for *men* to stay in it. The other fifth may become officers, or they would leave it too. What is the remedy for this sad state of things?

1st. We must have Marine Schools for boys, to train them for able and practical seamen. They must be trained under moral, religious and elevating influences. Owners must patronize such institutions by choosing out of them, paying for the best boys, and always have a sufficient number of them on board their ships.

2nd. Make it the first care, that, at least three-fourths of the crew shall be none other than able seamen, faithful, trust-worthy *men*. Give the captain time and means to employ such, and make it his duty to ship his own men.

3d. Make it his duty so to employ, treat and reward them that they shall stay with him through the year and round the world; and if the sailor does abide by the ship, let him trust the owner to see that his wife and little ones neither beg or starve in his absence.

4th. Let underwriters, for self protection, take no risks on ships manned in any other way.

We see no other mode to improve the service, save the ship, and the insurance companies and owners from utter bankruptcy.

LOSSES ON THE LAKES AND RIVERS.

It is said that the losses on the Lakes the past year have exceeded four mil-

lions of dollars. Seventeen steam vessels and two hundred and eighty-nine persons are known to have perished.

In the first six months of 1856 ten steamers were lost on the Western Rivers, having an aggregate value of \$260,000.

DISASTERS FOR THE MONTH.

STAMERS.

Dec. 22.—Knoxville, burnt at N Y., 1275 tons. Loss \$150,000.

SHIPS.

Nov. 15. General Dunlap, ashore beyond Catalan Bay ; total loss.

Nov. 18. Transport, of Boston, dismasted, rudder gone and leaking badly. Crew, consisting of 32, taken off and brought to N. Y.; 1855 tons ; vessel and freight money valued at \$100,000.

Nov. 21. Medoniak, on shore at Banjaard, near Flushing, total loss ; crew saved, 633 tons ; vessel, cargo and freight valued \$75,000.

Nov. 27. Pepperell, from Richmond, Twambly, lost overboard Capt. Jordan, her former master, and two seamen, in a gale.

Dec. — John Garrow, (British) Dyer, at sea, in sinking condition. Capt. lady, child and crew taken off, and brought into N. Y.; cargo, cotton

Dec. 10. Pemberton, (British) ashore on Chandelem Island, below N. Orleans ; total loss—3 of the crew drowned, the Capt. and remainder of the crew arrived in N. O.; 1253 tons.

Dec. 11. John Currier, ashore on Seawick's Island, completely broken up.

Dec. 21. New York, of N. Y., ashore, off Barnegat, 860 tons.

Wild Duck, ashore in river Miun, China, 850 tons. Ship, cargo and freight, insured for \$250,000.

Tempest, of Boston, abandoned, valued at \$7,000.

Adriatic, of Zerega & Co's line of Liverpool Packets, wrecked near Dun-garvan, 1327 tons. Vessel, cargo, and freight money valued at \$390,000.

J. L. Warner, ashore at Wexford, Ireland, 597 tons, valued at \$30,000 ; cargo 2906 bales of cotton.

Stephen J. Young, of Pittston, Me., wrecked at sea ; Capt. and crew brought to St. John, N. B., 650 tons.

Jersey, from Chincha Is. ashore 30 ms. S of Cape Henry, dismasted and buried in the sand ; cargo, 1400 tons guano, valued at \$40,000.

RARKS.

Dec. 22. Tasso, (British) ashore off Barnegat, total loss ; four of her crew drowned.

Dec. 22. Jenny Lind, of N. Y., ashore near Racepoint—passengers safe ; total loss.

— Llewellen, from Rio Plata, Pendleton, abandoned ; Capt. and crew rescued ; vessel and cargo valued at \$12,000.

BRIGS.

Nov. 15. Aurora of Charleston, lost on Green Zenith Key, Capt. and crew saved, 162 tons ; valued \$1,500.

Dec. 5. Caribee of N. Y., sprung a leak and abandoned, 220 tons ; valued \$5,500.

Dec. 7. Nancy Ann, of Wells, Me., found in sinking condition at sea. Capt. Pope and 5 men taken off ; valued \$6,000 157 tons.

Dec. 11. Wm. H. Spear of Boston, on fire and abandoned, 238 tons ; valued at \$6000.

Dec. 14. Flying Cloud, of Bangor, wrecked 3 miles W. of Montauk, Pt.—total loss—190 tons ; valued \$9000.

Dec. 15. Brazilian, of Salem, ashore 19 miles N. of Muskeget—total loss—crew saved—163 tons ; valued at \$2,000

Dec. 26. Venus, from Charleston, at sea dismasted and full of water ; Captain and crew carried into Boston.

Jan. 3. Clipper, (British) ashore off Hull ; crew saved.

— Charles A. Coe, Whittey, lost on Green Turtle Key, 250 tons ; vessel and cargo valued \$21,000.

— Mississippi of Baltimore, lost on Annageda Reef, 233 tons ; valued at \$12,000.

— Vest Ellen, of N. York, at sea waterlogged and abandoned ; Capt. and crew saved.

— Louisa Copeland, fallen in with at sea and crew taken off.

— White Squall lost at sea, crew saved ; cargo, coal.

— Niagara, abandoned at sea.

— Whitehall, abandoned at sea ; Capt. and crew saved.

SCHOONERS.

Nov. 19. Industry, of Westport, N. S. Jas. Laud, sunk in river Elbe, from collision ; Capt. and crew saved.

Dec. 1. William and Louisa, capsized, crew saved ; 76 tons.

Dec. 3. Henry from Calais, ashore at Nantucket, bilged.

Dec. 3. Fanny Crocker, of Deighton, Allen, lost near Saybrook Lighthouse, 4 seamen, Jas. Blissard, Jno. Crawford, Isaac Wallace, and James Ackny, lost ; vessel and cargo insured for \$19,500.

Dec. 3. Washington, from Clemensport, struck on a ledge off Ruyan Is. Total loss. Captain and two of the crew lost ; four saved.

Dec. 5. Mary, of St. George, Me., Jones, wrecked at sea; Capt. and crew brought to Boston.

Dec. 8. H. W. Godfrey, from Cape Henry, abandoned at sea: Captain and crew brought to N. York; 103 tons, valued \$1200.

Dec. 8. Mary Ann, of Bath, Me., waterlogged at sea; crew carried into New Orleans.

Dec. 13. John N. Roach, lost off Gay Head; all on board perished.

Dec. 13. Hope W. Gaudy, of New London, Owens, at sea in sinking condition; crew carried off and carried into Holme's Hole.

Dec. 14. Sarah Post from N. Y., ashore on Bailey's Island, bilged.

W. S. Brown, of N. Y., totally lost on Conception Island; 146 tons; vessel and cargo valued \$15,000.

Dec. 14. Copia, ashore at Harwick, full of water.

Dec. 14. Washington, of Wiscasset and Portland, Patterson, ashore W. of Wood Island; total wreck; 156 tons.

Dec. 15. Anna Jenkins, of Providence, ashore on Barnegat Shoals; total loss; crew saved.

Dec. 15. Albemarle, of Pantego, N. C., Fluart, ashore inside of Sandy Hook; full of water; no lives lost.

Dec. 18. Camilla, of Brandywine, ashore on Cold Spring Bar, probable loss.

Dec. 18. John A. Paine, of Provincetown, abandoned at sea; crew arrived at Barrington, N. S.

Dec. 18. Belcher, from Rockland. Ver-rill, ashore at Provincetown, and burnt. Total loss, 180 tons, valued at \$6,000.

Dec. 20. Emily Fowler, of Lubec, Rowell, ashore on Pleasant Island; total wreck.

Dec. 20. Mary, of St. George, abandoned at sea.

Dec. 22. Cincinnati, sunk off Thatcher's Island; Capt. and crew taken off and carried into Bucksport, Me.

Dec. 23. Julia Francis, from Beaufort, in collision with an unknown steamer and sunk; crew saved.

Dec. 23. Camilla of Brandywine, Del., ashore on Cold Spring Bar; total loss; crew saved; 120 tons; valued at \$3,000.

Dec. 23. Williamsburg, Torbell, sprung a leak; crew taken off and brought to N. York.

Dec. 25. Emeline Peterson, of New York, at sea in a sinking condition; Captain and four men saved.

Dec. 25. Sophronia of Tremont, Me., at sea, in a sinking condition; cargo, coal; Captain and crew saved.

Dec. 26. Louis A. Surette, from Boston, ashore at Cranberry Head; total loss;

Captain and one of the crew drowned; remainder of crew and passengers saved.

Dec. 26. Amanda A. Acken, of Brunswick, N. J., abandoned at sea; crew saved and brought to Holme's Hole.

Dec. 26. Queen Esther, of Brunswick, Me., Pendleton, fallen in with at sea; Captain and crew saved; 176 tons; valued \$4,000.

Dec. 27. Dispatch, at sea in a sinking condition; crew saved and brought to Boston.

Dec. 27. Harriet, of New Bedford, at sea leaking badly, sails blown away and burnt; crew saved.

SUMMARY.

Steamer, 1; Ships, 14; Barks, 3; Brigs 15; Schooners, 32; Total 65.

LOSS OF THE SHIP DIADEM, CAPTAIN N. WEBBER.

By request we insert the following notice of this disaster:

The Diadem sailed from N. Orleans for N. York, August 23. Soon after entering the Gulf was overtaken by a storm, which reduced the vessel in a few hours to a complete wreck. The man at the wheel was washed away, and three others swept overboard, one of whom was drowned. The Captain, mate and steward were badly bruised, and others of the crew were wounded. The men were lashed to the pumps and other secure places, yet some were swept loose several times afterwards. The fore and main masts were broken off below decks, leaving holes for the water to enter, by which the vessel soon became waterlogged and was fast settling. On Saturday, the 30th, the Bark Yuba, Capt. Hall hove in sight, and lowered a boat for their relief, but so rough was the sea that its men were unable to get on board either the Diadem or their own vessel, and were compelled to remain in the boat all night. Next morning the Yuba stood for the wreck, and soon after the boat hove in sight, and succeeded in taking off the crew. But in pulling for the bark the boat was twice upset and all hands thrown out. Capt. W. clung to the boat and was rescued as were all the others except two. The mate of the bark, Mr. Egbert Ketchum, of L. Island, and one of the crew of the Diadem were lost. The rescued men were kindly cared for by Capt. Hall, and his lady; and on the 3d. of Sept. they were taken off by the Schooner W. H. Titcomb, Capt. Manning, of Rockland, Me., and carried into N. Orleans.

Capt. W. desires to express publicly his thanks to Capt. and Mrs. Hall, and to Capt. Manning and his officers for their many kindnesses displayed on this occasion to him, and to his crew.

THE CABIN BOY.

WHAT THE WIND SAYS.

"Do you know what the December wind says, grandpa?" asked a little child at an old merchant's knee.

"No, puss; what does it?" he answered, stroking her fair hair.

"Remember the poor!" grandpa; when it comes down the chimney, it *roars*, 'Remember the poor; when it puts its great mouth to the keyhole, it *whistles*, 'Remember the poor; when it strides through a crack in the door, it *whispers* it; and grandpa, when it blows your beautiful silver hair in the street, and you shiver and button up your coat, does it not get at your ear and say so too, in a still small voice, grandpa?"

"Why, what does the child mean?" cried grandpa, who, I am afraid, had been used to shut his heart against such words. "You want a new muff and tippet, I reckon; a pretty way to get them out of your old grandfather."

"No, grandpa," said the child earnestly, shaking her head, "no; it's the no muff and tippet children I'm thinking of; my mother always remembers them, and so do I try."

After the next storm the old merchant sent fifty dollars to the treasurer of a relief society, and said, call for more when you want it. The treasurer started with surprise, for it was the first time he had collected more than a dollar from him, and that, he thought, came grudgingly.

"Why," said the rich old merchant

afterwards. "I could never get rid of that child's words; they stuck to me like glue."

"And a little child shall lead them," says the Scripture. How many a cold heart has melted, and a close heart opened, by the simple earnestness and suggestive words of a child."

This is indeed a beautiful story. But there is another thing which the December wind says and that is "Remember the sailor." Will our young readers turn back a page or two, and see what this wind has done to them during this very winter. Seventy-four vessels have been wrecked by it and many lives destroyed, besides many other disasters less severe. When the wind whistles around your homes, and you are lying in your warm nice beds think of the many poor fellows that are tossing and tumbling about on the ocean, and many even at that very moment struggling for life itself amid the roaring waves. We wish the children to think of these things, and perhaps some little bright eyed ones will preach for the sailors to their papa and grandfathers as the "puss" did. Roaring, and whistling, and whispering—with all its many voices—it says "Remember the Sailor, REMEMBER THE SAILOR."

NEW-YORK, FEBRUARY, 1857.

HONOLULU.

Letter from Rev. S. C. Damon, Chaplain.

HONOLULU, Oct. 17, 1856.

Whale ships are very late this year. Not over one tenth part of the fleet has arrived, and more than half the month of October has passed away. In former years I have known our harbor full at this season, but now we have not a dozen whale ships in port. At first, reports of what vessels had done were quite unfavorable, but recently they are better.

We have received news from Ascension as late as the last of May. A whale ship came hither direct for repairs, having, as report said, been injured through the bad conduct of a drunken pilot. But how came the pilot drunk? Unquestionably the rum was taken thither by some previous whale ship. Thus one ship suffers because of a former shipmaster's sin of bringing out into these seas a quantity of rum. I am sorry to know that the practice of shipping out rum on board whale ships is not yet abandoned. It may seem a very harmless business for the owners in New Bedford and other ports, to allow their captains to take a few barrels of rum, wherewith to recruit their ships among the Polynesian islands, and the Indians on the American and Asiatic coasts; but it is a mean, base and destructive method of saving a

few dollars. Those shrewd owners would not allow their masters to serve out grog to the sailors. Oh no! that would be wrong, and besides it would do the poor sailors no good; but no matter for the natives of Ascension, no matter for the Indians around Bherring's Straits! Mind you, reader, when the owners or underwriters pay for the repairs on ———, they may rest assured that *indirectly*, if not *directly*, New England rum was the cause.

At Ascension the natives have recently been thrown into great excitement in consequence of the supposed visit of a spirit from the other world! But it turned out to be an old woman, who hid herself behind some mats! We would suggest that the Spirit Rappers send a deputation and consult the old woman at Ascension.

I am grieved to learn from our Missionaries, that their labors are seriously impeded by the universal conduct of seamen. One of these writes me from the bitterness of his heart. "At ——— harbor seamen are under no restraint, and *this is the reason* ships are now principally resorting there, though a very poor harbor and furnishing a very few provisions! When I shall have stopped the abominations practiced in that harbor, you shall hear of it, and to God shall be the praise. It outrages every feeling

and sentiment of decency to go on board these ships, among crowds of women," &c., &c.

There is no disguising the fact, that shipmasters are guilty in this matter. To allow such scenes is wrong and sinful. No wonder that men who permit such things hold the name of Missionary in contempt! No wonder they take to America an evil report! There are some honorable exceptions.

Intelligence has recently been received from Samoa, or the Navigation Islands. From various accounts we learn that the United States Consul a Mr. Van Camp, has been conducting most unworthily. Not only has he come into collision with the native authorities, but he has even carried on a high handed course of proceedings with American shipping. There can be no doubt but he will be called to account at Washington.

Our new "Home" is now in successful operation, and growing in the confidence of both landmen and seamen.

When I have more leisure I will furnish additional particulars respecting *Polynesia*. Yours,

S. C. DAMON.

P. S. I would acknowledge from the Ladies of New Buryport \$38 00 in money, besides clothing to furnish a room in our "Home," to be called "New Buryport."

HILO.

Letter from Rev. T. Coan.

HILO, HAWAII, Oct. 6, 1856.

Our Autumn campaign is now commencing. Ships are beginning to come in from their Summer's cruise. Two have just anchored before my door.

I am filling my magazines for the campaign with a supply of Bibles, Testaments, books, tracts, papers,

handbills, &c. We hope to see the triumph of truth among our ocean friends; but all will fail without the helmet of hope, the shield of faith, the sandals of peace, the banner of love, and the armor of righteousness on the right hand and on the left. Let every friend of seamen "put on the whole armor of God, and *having done all, stand*" fearless, patient, unflinching in the fight, and *flag* after *flag* will strike to our Redeemer, and the sea will give up her dead.

What a romantic theater you occupy. Your field is "the *watery* world;" ever changing, yet unchanged; ever receiving, yet never full; ever giving, yet never exhausted; an emblem of piety—a type of eternity! Your temples are all afloat; your messengers on the winds and the flames; your audience here, there, everywhere—visible and invisible; your churches are of all kindreds, and people, and nations, and tongues. No clerk, no parson, priest, pastor, no pen of mortal has recorded their names, but they are in "the Lamb's Book."

What a wonder of grace they will appear when they shall have left the troubled sea of time, and when they shall stand together on that crystal sea of glass before the throne of God. It is a joyful thought that we shall meet a multitude of the sons of the deep there, and for the first time, probably, learn their history and its gracious connection with the weak, the humble, and the isolated efforts of the sailor's friends in all parts of the world. Your harvest, dear brother, and that of your fellows, must be gathered in single ears, from every age, and people, and clime. Though scattered over a wide and unexplored field, it will be gathered nevertheless, and every sheaf shall be shouted home, and a full garner of

glory reward the toils of the husbandman, and the grace of the Lord. "They that sow in *tears* shall reap in *joy*. He that goeth forth and weepeth, bearing precious seed, *shall* DOUBTLESS return with rejoicing, bringing his sheaves with him."

We still try to do something for the sailor, and while we are sadly pained at the ruin of the many, we are, nevertheless, comforted in the redemption of a few. No season passes without some tokens of good, and few ships come and go without encouragement concerning some on board.

An hospital was established here a year ago. In this much religious instruction has been in various ways given, and most of its inmates have been seriously impressed, several of whom have, we trust, passed from death to life. Some of these have left us, and some are still here, uniting joyfully with us in our Sabbath services, and in our weekly prayer meetings. Our little foreign community is gradually increasing, and decidedly improving in morals and manners, while now and then one comes into the fold of the Good Shepherd.

But, my work is chiefly among the natives. All I can do for seamen is extra and incidental; robbed, as it were, from the people to whom we are consecrated. With a rough and toilsome parish of more than one hundred miles in length, and a multitude of people constantly on my heart, I can only labor for seamen under a heavy pressure. After four services for the natives, I preach once of a Sabbath to foreigners, and during the week I husband *minutes* and *setze* occasions to distribute Bibles, tracts, &c., and to converse with the wanderer of the deep. Your cause is ever dear to us, and we shall never

cease to pray and sympathize with you, and to cooperate so far as God gives us ability.

We may not be able to send you a donation this year, as we wish to do. We are striving to collect \$3,000 or \$10,000 to build a neat and substantial church edifice. More than \$4,000 have been secured, but the rest must come hard and be heavy on our poor natives, unless we appropriate a part of their monthly contributions, which used to go to foreign objects to this purpose. This, we shall, I think, do for a year or two, until we see the temple of the Lord reared amongst us. My people built twenty-five meeting houses in the whole parish.

Our volcano of August 11, 1855, still burns. A river of fire comes within five or six miles of us, and there is checked, spreads, and cools. Our preservation is miraculous.

Most faithfully and
fraternally yours,
TITUS COAN.

WHAMPOA.

Letter from Rev. J. C. Beecher, Chaplain.

WHAMPOA BETHIEL, }
Oct. 10th, 1856. }

MY DEAR SIR—My last letter, dated a month since, was written before I had been able to learn anything of the state of things here. I am now able to write more fully. I commenced my work by calling on board every ship in the harbor, amounting to fifty or more, and endeavored to secure the attendance of officers and men upon our public worship. Also inviting them to call upon me at my "chop." I found many captains with their families, and these without an exception have called upon us, and have been constant attendants upon our Sabbath exercises. Our morning service was at 11, A.M., and was pretty

well attended. There was also an afternoon service at 5, P. M., at which Mr. Macy informed me there were usually from five to fifteen attendants. I think there were not more than twenty present the first Sabbath afternoon. I at once conceived the idea of having the house lighted up and changing the time of service to evening, and to give notice that the afternoon service would be discontinued, and that so soon as the arrangement could be effected, I would have evening service. The next day I received a note from some English captains, saying that if I would go ahead and provide suitable lamps, they would foot the bills. So I did, and at an expense of \$28 lighted our chapel beautifully. Our attendance, the first evening, increased from twenty to *forty-eight*, and has not decreased. To-day, I have just received a package, containing \$80, with the kind wishes of the donors, as a fund for lighting expenses. I have also been enabled, by the liberality of some others, to procure an excellent melodeon, which will be a great help to us in our worship. Our congregation has already increased, and the last two Sabbaths, has quite filled the chapel, from one end to the other. I make it my object to get all interested; and daily I visit, both on ship and shore, to converse with sailors, and bring them to remember the Sabbath day to keep it holy. There are more than one hundred sailors on shore, most of them in a most deplorable state. Almost every ship loses part or the whole of its crew, and business is so dull that scarcely any sailors are wanted. I am astonished to find such an amount of shipping here, and such a field of labor. May God grant me health and strength that I may be able to continue, as I have begun. If I had five hearts and five bodies, they would all find em-

ployment here. I have also established a social choir meeting, weekly, on Thursday evening. In order, 1st. to improve our singing, and 2nd. to cultivate sociability. There were twenty present last night, and we had a very pleasant and profitable time of it. I hope it will prove a good thing.

Sabbath evening services are well attended, and that by sailors. Oh how I long to have the Holy Spirit brood over these waters, and pluck these hundreds as brands from the burning. When I pray, it seems to me as though my heart would burst with its longings I cannot bear to be denied. I beg of you all who know the way to the throne of grace, to pray for us. The harvest is truly plenteous,—hence pray for me that I may have wisdom, *rightly* to labor, and strength, *earnestly* to labor, and that our Master will kindly give to me that encouragement, that visible success which so strengthens a pastor's hands, and cheers him in his labors.

Fraternally yours,
J. C. BEECHER.

ASPINWALL—PANAMA.

Letter from Rev. J. Rowell, Chaplain.

ASPINWALL, Dec. 2, 1856.

My labor in Panama has been anything but homogeneous in its general character, or in its particulars. I have filled the several stations of pastor, not to a church, but to a people, as varied in their conditions, characters, and necessities, as Jacob's cattle were in color—a chaplain to seamen on ship and on shore; an itinerant preacher, and a colporteur. In the first capacity I have maintained a regular preaching service, twice each Sabbath, from first to last. To this Sabbath service is due, in part at least, as I must believe, the general reformation of manners which has been witnessed among

Americans resident here. I can also count up, as direct fruits of this labor, several cases of hopeful conversion to God, and trust that I shall know more of such at the bar of God.

My itineracy as a preacher was chiefly to the island of Taboga, and to various stations along the line of the railroad, while it was in construction. At that time there were many Jamaicans laboring along this end of the route, who slept at various places, from one to eight miles from me, in parties of from forty to three hundred or more. For the benefit of these, I was accustomed to go out once a week for a time, starting from home in season to reach some station before the men had finished their supper and gone to rest, and returning to my home sometimes through heavy rain, and generally through black darkness and deep mud, from ten to eleven o'clock at night. Sometimes I was able to perform the long trips (eight miles) to three-fourths of the distance on a mule, but generally the whole distance, going and coming, was made on foot and alone. But though my health and sometimes my life were in danger, by reason of the weather and the bad condition of the path, I must say for the natives, that I never, while thus wholly in their power, and while darkness would hide any deed they might commit, carried arms, or received any offer of violence, and scarcely any insult in all this time. Indeed, such has been my experience in all my travels in this country.

In this capacity of pastor, I have had a deal to do with sick, dying and distressed people. Funeral sermons have not been very numerous, for the reason that the multitude of those who died here were buried without any. Except in the case of residents, and in extraordinary cases of strangers

dying here, no services have been held, for the two reasons, that the time and strength of one man would have been, for the first year at least, wholly inadequate to such a task; and as funeral services can be of benefit *only to living men*, they would have been useless where people were too madly engaged in the strife for gold to look on even at the burial of a stranger. Thus in many, *many* instances have I turned away from the side of those whom I had been visiting for one, two, and sometimes many days, with the feeling, that till the resurrection morning I should see them no more, but that so soon as another day's dawn should come, their bodies would be buried away, without one friend following, and often uncoffined, to a shallow grave, the very locality of which would, in a few weeks, be wholly undiscoverable. In the American Hospital, poor, friendless creatures had all the attention that, in the circumstances, could be paid them; and they were sure, at the least, of time to die in, and of a coffined burial. In the Spanish Hospital, where many strangers were carried to die of sheer neglect, and mal-treatment, their condition was often dreadful. I have been there and seen nearly fifty sick persons huddled in one room, without medicine or sufficient food, the air loaded with the pestilent exhalations from heaps of filth, and from two corpses lying alongside of living men, one of which had laid there for twelve hours, and the other for more than twenty-four, just in the state in which death left them, and yet no physician has been in the place for fifty-two hours. In such a place as that many English and American sailors died. I denounced that Hospital in the public prints, over my own signature, till the

authorities, at first enraged, and then ashamed, were forced by public indignation to reform its abuses in some points. And in such a place had I to seek for those who might need *spiritual* aid—for any other, alas! I was seldom able to render.

But the scenes that were more trying than even these, were those I witnessed in the Yellow Fever Hospital, as it was called. Some passengers from St. Thomas brought the disease here, and it raged several weeks, but only among the passengers. In that time, I think, about seventy died, mostly in that building. The place was supported by private subscriptions, chiefly among foreign residents, and so the patients were not left to the tender mercies of such monsters as ruled in the other place; but still it was a place of necessary but fearful misery. It was the very place of despair. I do not know that I ever saw one smile in that cave of pestilence. I was in that place daily, while the plague lasted, but though a Northern man, and never before in contact with that disease, through the special care of God, I wholly escaped the contagion at that time. I might fill up your whole Magazine with the particulars of such scenes as these, and then not have half finished them.

As Seamen's Chaplain my duties were so continually mingled and identified with those of Pastor, that I cannot well speak of them separately. Seamen generally composed a large part of my Chapel audiences, and a large portion of the patients in the Hospitals were seamen. Most of the hopeful conversions among seamen took place in the American Hospital, and two at least in the Spanish Hospital. Some labors were, however, performed among sailors exclusively. I have preached about fifty times

almost exclusively to them, and have provided them with considerable good reading. Among the native seamen, (in coasting canoes and small vessels,) I have put in circulation many Bibles and tracts.

My labors as Colporteur have been such as I can more readily estimate. I have distributed, of Spanish Bibles, about five hundred, and of Spanish Testaments sixteen hundred—these mostly by sale. Of English Bibles and Testaments nearly five hundred, besides a number in other languages. Of tracts and other publications of Tract Societies, in ten different languages, I have put in circulation more than nine hundred thousands of pages. In return for these publications, I have sent to the American Bible Society about eight hundred dollars; to the American Tract Society nearly two hundred dollars; to the British and Foreign Bible Society eighty dollars, and to the Religious Tract Society of London one hundred and ten dollars. In the distribution of these Bibles, I have relied in part, for the city of Panama, (inside the walls) on natives buying of me and selling at a profit. Outside the walls, (more than half of the city,) I have canvassed myself repeatedly; so also the island of Taboga. I have also made trips to Chiman, fifty miles; Chorrera, thirty miles; the Pearl Islands, forty miles, and David in Chirigui, three hundred miles—and in all these places have been successful in my mission. These expeditions are attended with more danger, toil, and self denial than such trips in any civilized lands, but none of them have done me material injury.

My life, upon this Isthmus, has been a checkered one, and mostly with dark or dingy colors. I saw more suffering and sorrow in the first two years of my labor, than any one

man ought to see in a life time. I have not been without God's acknowledgements of relationship (viz. afflictions) in my own family, and I have suffered much from the malice of men, the temptations of Satan, and mental and spiritual conflicts. But on the other hand, I have had many blessings to rejoice over, more in number and variety than I can tell. But the best of all has been that God has not left me without tokens of his mercy, in souls hopelessly converted to himself. Here I raise my Ebenezer, and ascribe all the praise to God.

J. ROWELL.

SEAMEN'S CAUSE AT BUFFALO.

An interesting meeting in behalf of seamen was held in Buffalo, December 21, 1856. Rev. C. W. Dennison, Pastor of the Niagara Square Baptist Church, who had formerly labored as Seaman's Chaplain, preached an able discourse from Psalms xxix: 3. "The voice of the Lord is upon the waters." During the recital of some of the disasters on the Lakes, the past season, the audience were powerfully moved, many even to tears. Rev. P. Griffin, Pastor of the Union Bethel Church, followed with some interesting statements, that were favorably received.

Our correspondent adds—"There is great need of a new Bethel in Buffalo, and a good Home for Sailors. A family of the right stamp could do well in conducting a home in this city."

We have received the "United States Nautical Magazine and Naval Journal," for January, published by Griffiths & Bates, No. 4 Bowling Green, New York. Price \$5 per annum. It is an able work, and of value to ship builders and practical seamen. We commend it to the attention of all sea-faring men.

A REMARKABLE WORK.

"Young, Smartman & Smallwytté have in press and will soon publish *"Elementary Outlines of the Expletive Philosophy, or a Familiar Introduction to the Art of Cursing and Swearing, with Illustrations (adapted to the meanest capacity,) of the polite use of the most elegant Blasphemy, Profanity, Obscenity, Ribaldry and Scurrility."* Dedicated to the rising spirit of Rowdyism. By "Damocritas, Jr." A variety of new and compound oaths, very suitable for "young persons," will be added in an appendix. Armed with this valuable treatise and a very cheap cigar, an ambitious young man may fit himself to be deemed thoroughly contemptible on very short notice."

Such is the notice of a work announced in the New York *Daily Times* of December 1. We are not informed whether it is the same old work, so successfully studied by the son of Shelomith; the daughter of Dibri, of the tribe of Dan.—Lev. xxiv: 11, and who got stoned for his pains; and also by Shimei, the son of Gera, who threw stones at King David—2 Samuel xvi: 13: or an entirely new work with an appendix. In either case it must be an

Instructive work. It teaches familiarly an art, and does it by illustrations. Maybe the illustrations are wood or steel cuts, and far more impressive than any verbal delineations. Also it must be

Practical. Neither speculative nor theoretical, mythological or mystical, but "adapted to the *meanest* capacity."

Polite also; for it teaches, the "polite use of a most elegant art."

Philosophical moreover; as it doubtless explains the nature of the art; investigating its causes and the laws of its development. And withal a

Popular work. Dedicated as it is to the "rising"—and "suited to young persons," how can it be otherwise than popular?

Yes, let "an ambitious young man"

take "a very cheap cigar" in his mouth and issue with its smoke the *beauties* of this sublime art; let him daily make this "valuable treatise" the man of his counsel, and no doubt he will very soon be as "thoroughly contemptible" as he who robs a poor man's hen roost, or snatches the fragment of a shawl from the shoulders of a shivering orphan.

ITEMS.

There arrived in New York in 1856, the following vessels: American, 2702; British, 719; French, 32; Bremen, 82; Hamburgh, 59; Swedish, 17; Norwegian, 19; Italian, 6; Danish, 17; Dutch, 21; Belgian, 3; Prussian, 23; Neapolitan, 2; Sardinian, 10; Mexican, 1; Portuguese, 25; Oldenburgh, 16; Spanish, 10; Hanoverian, 7; Brazilian, 6; Chilian, 3; Mecklinburgh, 15; Venezuelan, 6; Sicilian, 9. Total, 3,809; bringing, 159,284 passengers.

The law of South Carolina, by which colored seamen arriving in port were taken from their vessels and confined in jail till the day of sailing, has been altered so as to require only their confinement on board ship; bonds being given that they shall not go on shore, or violate the laws of the State.

It is said that the hull of the lost steamer Arctic has been discovered on the western edge of the Grand Bank, in 45 fathoms of water.

A bill is before Congress to construct a harbor in Block Island, by cutting a ship canal from the beach to a point in Island Pond, which is a mile and a half long, a mile wide, and twenty-two feet. The estimated cost is 250,000 dollars.

Dr. Kane is at Havana sick. It is feared that he will not recover. The world will lament his loss, as one of

the brightest lights of science, and ornaments of our country.

A propeller ship is fitting out at Providence, to be used in the northern whale fishery. This is something new under the sun.

Mr. John E. Gowen who raised the hull of the U. S. Steam Frigate Missouri, at Gibraltar, has contracted with the Russian Government to raise the sunken fleet at Sebastopol, consisting of 77 vessels; 12 of them frigates. It is the largest contract ever obtained by an American from a foreign government.

An iron steamship of war is building at Boston for the Viceroy of Egypt. He expects to obtain here a better model for speed than could be produced by England or France.

The Russian Government is about to have executed their thirty ninth Scientific voyage round the world since 1803.

Indian rubber is about to be used for lining vessels to prevent leakage. It is intended to apply it within the frame of the ship, and beneath the ceiling. The edges of the sheets are to be cemented by heat, and the gum will, it is believed, be as durable as the wood.

The "Dean Richmond" has made a trip, laden with wheat, direct from Chicago to Liverpool, *via* the Welland Canal and the St. Lawrence. Another vessel has since been chartered to do the same.

On board the British line-of-battle ship Monarch, carrying 700 or 800 men, public prayers are held every morning, and religious services three times on the Sabbath. Profane swearing is discouraged, and in aggravated instances punished.

A French steam packet was burnt in Bahia harbor in October, in consequence of using ether as auxiliary to coal. The warmth of the climate caused the ether to take fire spontaneously.

Seventeen Chinese junks foundered in a typhoon, in August last, and five were dismasted. About one thousand men perished in the storm.

A court martial is in session at Philadelphia for the trial of Commander J. H. Rowan of the U. S. brig, Bainbridge, on a charge of "scandalous conduct, tending to the destruction of good morals." One of the specifications is for intemperance, resulting in delirium tremens.

The Dutch Government has recently sent out a present to the Japanese government, in the shape of a paddle wheel steamer. A captain in the Dutch Navy commands her, and a Dutch crew mans her for one year—intending in that time to have learnt the Japanese how to manage her.

Thirty thousand passengers were carried last year by the steamships between Europe and the United States, including eastern and western passages.—*N. Y. Obs.*

THE ADRIATIC.—The following gives some idea of the weight of the machinery of this new steamship:—

"The main shafts are each 37 feet 9 inches long and 27 1-2 inches in diameter at the spring bearings, and weigh, finished, about 34 tons. The wheel flanges weigh each about 20 tons; each cylinder, with its connections, about 100 tons; the condensers complete, about 30 tons, and the whole engines and wheels, complete, about 1,000 tons. The 8 principal and 2 auxiliary boilers, each of the former

of which contain 6 furnaces, weigh, altogether, about 360 tons. The piston rods are each 14 inches in diameter, and each crank-pin, 16 inches. The wrought iron cranks, of which there is of course one on each side, connected by a short drag link, weighing, when bored, pared and finished, 8 tons each."—*N. B. Mer.*

A letter from Havana states that during the year ending on the 30th Sept., there entered that port 644 American vessels, of 293,719 tons, against 745 vessels of all other nations, with a tonnage of 213,264.

Three American steamboats are now navigating the Rivers La Plata and Parana, in South America. They were introduced by Mr. E. A. Hopkins, an American, and have now been running regularly and successfully under the American flag, for more than a year.

The open-handed and unaffected Duke of Northumberland, by generous donations amounting to near \$50,000 has aided in founding a noble institution for the sailors of the Tyne. The gathering at the opening was striking and interesting, showing how in the land of apparently isolated castes, society is really fused into unity. Among the principal persons present was a great shipowner and broker, a Member of Parliament; his eyes were moist, for he had been a penniless ship-boy on that same Tyne.

The number of seamen registered in the U. States during the year ending Sept. 30, was 8,116; of whom, 7,859 were natives and 257 naturalized Americans.

On Saturday, Jan. 3d., there were in the port of New York 640 vessels, viz. 36 steamers, 115 ships, 96 barks, 91 brigs, and 302 schooners.

We rejoice in being able to present our Magazine to our readers this month in new type throughout. We owe this to the kindness of our printer, Mr. HALLET, who will execute such orders as may be left him by his friends with neatness and dispatch.

Will not those who are interested for seamen aid us in the circulation of the Magazine? A liberal premium will be allowed to all who send us a list of new subscribers.

If any of our Agents or Subscribers have spare copies of the last June number of the Magazine, they will confer a great favor by returning them to this office. Let them be addressed—"Sailor's Magazine, New York."

A "MILKY WAY" AT SEA.

A lady, on her voyage to Calcutta, writes the following, which we are permitted to print—

"When in the Gulf of Aden, we saw a very remarkable sight. It was a rough and blowy evening that we were called on deck to see the 'Milky Water,' which is only seen just in this region. It is still undecided whether the effect is produced by electricity, by atmospheric causes, or by animalculæ. Instead of water, it seemed as if the vessel was plunging through great drifts of snow. The appearance extended even to the horizon, and if the air had been colder, and I could have caught the sound of sleigh-bells, I should have lost all idea of the sea, and imagined myself enjoying a magnificent sleigh-ride. It was a splendid sight; and it is very remarkable that no chemical analysis can detect any peculiarity in the composition of the water; and as soon as daylight or moonlight comes, it vanishes. The milky water lasted for three nights, and then suddenly stopped; and every evening afterward the water was as usual."

ACCOUNT OF MONEYS.

From Dec. 15th to Jan. 15th, 1857.

Directors for life by the payment of Fifty Dollars.

Thomas Porteous, Brooklyn, N. York,	50 00
James Patrick, New York, by Thomas Porteous,	50 00
Donald Murray, do., do., do.	50 00
Alexander Stoddart, do., do.	50 00
Rev. Wm. C. Scofield, by Second Con. Soc., Milford, Ct. (in part.)	37 25

Members for life by the payment of Twenty Dollars.

Miss Mary E. Mack, Guilford, Ct., by Mrs. Sarah Griffing,	20 00
Rev. T. S. Bradley, by Con. Soc. Wilton, Ct.,	20 00
Mrs. Nancy K. Stone, by Con. Soc., Greensboro, Vt.,	20 00
Rev. Amos Blanchard, by a friend in Meriden, N. H.,	20 00
Egbert M. Rogers, by Benev. Association. N. Cornwall, Ct., (balance,)	16 00
John H. Parker, by Cong. Soc., Greenville, Ct.,	29 00
Rev. Mark Ives, by Cong. Soc., Goshen, Ct.,	20 00
Cynthia Barnum, Stamford, Ct., by her son,	20 00
John H. Kimball, Bath, Me., by I. C. Whitmore,	20 00
William G. Barrows, Brunswick, Me., do.	20 00
Mrs. Agnes Hunt, by Ladies' Beth. Soc., Newbury Port, Mass.	25 00
Rev. H. R. Timlow, do., do., do.	25 00
Albert O. Whittemore, N. Y., by Pres. Ch. Astoria,	23 30
Marcus B. Sanford, do., do., do.	23 30
Edwin Mills, Astoria, do., do.	23 30
William Crothers, do., do.	23 31
Rev. Judson H. Hopkins, Ravenswood, do., do.	23 31
James I. Goulding, Athol, Mass. (amt. prev. paid).	
Rev. Willis Lord, D. D., by Second Pres. Church, Brooklyn, N. Y., (amt. ack. below.)	
Alanson Trask, do., do., do.	
David P. Judson, Stratford, Ct., do., do., do.	
J. W. Roberts, Montgomery, Ala.	20 00
R. Jones, do., do.,	20 00
T. H. Watts, Esq., do., do.,	20 00
Judge W. P. Chilton, Tuskegee,	20 00
Moses A. Carver, by Bellville Soc., Newbury Port, Mass., (amnt. ack. below.)	
Sprague Chase, do., do., do., Samuel Adams, by Congl. Socy., Townsend, Mass.,	20 03

Joseph Ely, by High street S. School, Lowell, Mass., (in part.)	9 76
Rev. James Murray, by Cong. Soc. S. Danvers,	20 00
Mrs. Julia R. Murray, do., do.	21 10
William Walcott, Esq., do., do.,	21 10
Mrs. Lydia Stone, by Ladies S. F. Soc., Beverly, Mass.,	28 00
Dea. R. Nims, by Congl. Soc., Shelburne, (balance.)	1 76
George W. Ballock, jr., by Congl. Soc., G. Falls, N. H., (balance)	12 50
Miss Lucy Garvin, do., do., (in part.)	1 50

Donations.

J. C. Baldwin, New York,	35 00
A friend, Brooklyn, N. Y.,	5 00
Congl. Ch. Soc. Torrington, Ct.,	5 34
Pres. Ch. Franklin, Ville, N. Y.,	14 75
A Chaplain in U. S. N. for Mag's. distributed on board U.S. Ship, Savannah,	3 00
alance from First Ch. Norwalk, Ct.,	1 00
Rev. H. Boies, Harpersfield, N. Y.	2 00
First Congl. Soc., Danbury, Ct.,	50 13
Amity Street, Bapt. Ch. N. Y.,	51 00
A Friend in West Meriden, Ct.,	5 00
Cong. Soc., South Farms, Ct.,	12 28
" " West Hartford,	14 48
First Cong. Soc., New London, Ct.,	101 91
Mrs. Elizabeth Warner, Van Buren, N. Y.,	2 00
First Baptist Ch., Westerly, R. I.,	9 00
Cong. Soc., Wolcottville, Ct.,	11 54
Meth. Epis. Church, do., do.,	3 10
B. L. Kipp, N. Y.,	20 00
Refd. Dutch Church, Market St., N. Y.,	203 42
William Stebbins, Colchester, Ct.,	1 00
Con. Soc., Dunbarton, N. H.,	9 00
Rev. J. W. Perkins and Family, Deering, N. H.,	3 00
Joseph Bacon, S. Egremont, Mass.,	1 00
Con. Society, Bethel, Ct.,	9 86
L. Meacham, N. Haven, Vt.,	2 00
Pres. Church, Plattsburg, N. Y.,	20 00
Rev. S. W. Magill, Waterbury, Ct.,	5 00
Seth Arnold, Roxbury, N. H.,	1 00
Mrs. M. E. L., Newark, N. J.,	2 00
A Friend, New York,	5 00
First Con. Soc., Milford, Ct.,	44 00
Ref. Dutch Ch., Wil'sburg, N. Y.,	5 00
Two Misses, Hannah and Mary, Schoonmaker, Wil'sburg, N. Y.,	5 00
Comr. C. K. Stribling, U. S. N., Georgetown, D. C.,	25 00
Pres. Con., Jewett, New York,	5 00
S. F. B. Morse, Pres. Ch., P'k'sie, "	5 00
Rev. T. S. Wickes, "	20 00
Mrs. T. S. Wickes, "	10 00
G. C. Burnap, "	5 00
C. W. T. "	1 31

Rev. H. G. Ludlow, P'k'sie, N.Y.	1 00
Mrs. S. and Daughter, "	1 00
W. C. Sterling, "	10 00
Mrs. W. C. Sterling, "	2 00
Mary Sterling, "	25 "
W. A. Palmer, "	50 "
Mrs. E. Lind, "	10 00
H. L. Young, "	5 00
Sundry Individuals, "	24 39
Mrs. Lewis Atterbury, Patterson, New Jersey,	10 00
Center Ch. S. School, N. Haven, Ct.,	20 50
T. C. Copton, Tuskegee, Ala.,	5 00
C. Fowles, "	5 00
C. A. Battle, "	5 00
Friends, "	21 00
Hargrow & Smith, Montg'ry, "	5 00
W. B. Bell, "	5 00
J. Whiting, "	20 00
J. H. Murphy, "	10 00
Dickinson & Trop, "	5 00
J. Caldwell, "	5 00
B. S. Bibb, "	5 00
E. A. Holt, "	5 00
J. Powell, "	5 00
Thom. Joseph, "	5 00
J. S. H., "	5 00
E. M. Hastings, "	5 00
Cowles & Ledyard, "	5 00
G. G., "	5 00
H. C. Semple, "	5 00
Adam C. F., "	5 00
J. J. Stewart, "	5 00
P. T. Sayre, "	5 00
Mrs. R. C. Shorter, "	5 00
F. Freeman, "	5 00
Exchange Hotel, "	10 50
Steamer St. Charles, "	10 00
Sundry Individuals, "	76 50
Con. Soc., Biddeford, Maine,	23 00
Second Pres. Ch., Brooklyn, N. Y., in addition to \$104 21,	50 00
First Con. Soc., Lowell,	132 00
John street, " additional,	90
Kirk street, Soc., " "	13 99
Bellville Soc., Newbury Port,	70 01
Mrs. A. Gould, Medfield,	1 00
Con. Soc., Saxonville,	15 29
" Milford, N. Hampshire,	17 34
Con. Ch., South Wellfleet,	12 50
" Winchester, additional,	30
Bethesda Ch. and Soc., Reading,	17 00
Con. Soc., Northampton, N. H.,	13 63
Cen. Ch., Lynn, (Rev. Mr. Sewall's)	13 23
Barrington, R. I., Con. Soc.,	11 50
New Allstead, N. H., Con. Soc.,	4 00
Dunstable Con. Soc., per W. Dunn,	11 50
Amherst First Parish, Gentlemen and Ladies' Benevolent Soc.,	59 27
Elizabeth Pierce,	3 00

Legacies.

Late Mrs. Maria Banyer, N. York,	
William Jay, Esq., Executor,	\$500 00

Total, \$2,865 84